

AMENDMENTS TO THE SPECIFICATION:

Page 1, between the Title and the first paragraph, insert the following new paragraph:

-- CROSS-REFERENCE TO RELATED APPLICATION

This application is a National Stage entry of International Application Number PCT/JP2004/017914, filed December 2, 2004. The disclosure of the prior application is hereby incorporated herein in its entirety by reference.

Page 5, paragraph starting at line 10:

Further, with the third feature of the present invention, the rider conducts the training in the cabin within the vehicle body shell and hence, can conduct the training comfortably even outdoors in a cold season or in wind and rain weathers.

BRIEF DESCRIPTION OF THE DRAWINGS

[Fig.1] Fig.1 is a side view showing a three-wheel type electrically assisted cycle according to the present invention with a vehicle body shell removed. (Embodiment 1)

[Fig.2] Fig.2 is a front view of the three-wheel type electrically assisted cycle. (Embodiment 1)

[Fig.3] Fig.3 is a ~~front~~ rear view of the three-wheel type electrically assisted cycle. (Embodiment 1)

[Fig.4] Fig.4 is a plan view of an area around a rear wheel suspension in Fig.1. (Embodiment 1)

[Fig.5] Fig.5 is a sectional view taken along a line 5-5 in Fig.4. (Embodiment 1)

[Fig.6] Fig.6 is a sectional view taken along a line 6-6 in Fig.4. (Embodiment 1)

[Fig.7] Fig.7 is a sectional view taken along a line 7-7 in Fig.4. (Embodiment 1)

[Fig.8] Fig.8 is a sectional view taken along a line 8-8 in Fig.5. (Embodiment 1)

[Fig.9] Fig.9 is a sectional view taken along a line 9-9 in Fig.8. (Embodiment 1)

[Fig.10] Fig.10 is a plan view of a transmitting device of the electrically assisted cycle.
(Embodiment 1)

[Fig.11] Fig.11 is a vertical cross-sectional plan view of essential portions, showing a clutch in Fig.10 in a connected state. (Embodiment 1)

[Fig.12] Fig.12 is a plan view showing the clutch in a disconnected state. (Embodiment 1)

[Fig.13] Fig.13 is a diagram of an electric circuit of the electrically assisted cycle.
(Embodiment 1)

[Fig.14] Fig.14 is a side view showing the electrically assisted cycle having the vehicle body shell mounted thereto. (Embodiment 1)

[Fig.15] Fig.15 is a perspective view of the vehicle body shell. (Embodiment 1)

[Fig.16] Fig.16 is a sectional view taken along a line 16-16 in Fig.14. (Embodiment 1)

[Fig.17] Fig.17 is a sectional view taken along a line 17-17 in Fig.14. (Embodiment 1)

[Fig.18] Fig.18 is a sectional view taken along a line 18-18 in Fig.17. (Embodiment 1)

[Fig.19] Fig.19 is a sectional view taken along a line 19-19 in Fig.18. (Embodiment 1)

[Fig.20] Fig.20 is an exploded perspective view of a floor frame and a floor plate in Fig.17. (Embodiment 1)

Page 16, paragraph starting at line 20:

The whole of the first chain gearing device 41 and a front half of the second chain gearing device 42 are covered with a chain cover 75 (see Figs.1 and 16) secured to the main pipe 2. Therefore, a rider sitting on the saddle 15 is protected from the contact with the first and second chain gearing devices ~~M~~ 41, 42.

Page 21, paragraph starting at line 15:

In order to mount the vehicle body shell 105 to the vehicle body frame F, a support rod 120 is fixedly mounted on the front head pipe 1 to protrude laterally outside the front head pipe 1. The support rod 120 is provided at its opposite ends with L-shaped front connecting members 121, 121. The cross pipe 7 is also provided at its opposite ends with L-shaped rear connecting members 125, 125. L-shaped front connecting members 122, 122 fixedly mounted on left and right inner walls of the front portion of the vehicle body shell 105 are coupled to the L-shaped front connecting members 121, 121 by bolts with elastic members 123 interposed therebetween, and L-shaped rear connecting members 126, 126 fixedly mounted on left and right inner walls of the rear portion of the vehicle body shell 105 are coupled to the L-shaped rear connecting members 125, 125 by bolts 128 with elastic members ~~423~~ 127 interposed therebetween. In this manner, the vehicle body shell 105 is mounted to the vehicle body frame F, so that the vibration between the vehicle body frame F and the vehicle body shell 105 is absorbed into the elastic members 123 and 127.